Det. Bel Isle & Windsr Ferry Co 26

THE MARINE RECORD,

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 45. CLEVELAND, O., NOVEMBER 11, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain J. C. Gilchrist's new purchase, the steamer Waverly, was in port yesterday.

Daniel Conway has been appointed chief engineer of the steamer James Pickands.

The local seaman's union have advanced wages to $3.50 and $4 a day on schooners and $3 to $3.50 on barges.

Captain Wilson's new schooner at Quayle's Sons' yard is drawing near completion and will be launched in about two weeks.

On Saturday Patrick Carrollan, a sailor on the schooner J. G. Martin, fell from aloft, a distance of fifty feet, to the deck, but was not injured a particle.

Louis Ritter has been appointed to the place left vacant by J. J. Purcell's promotion to the first clerkship in the office of collector of customs.

The Globe Iron Works Co. will build a new engine, compound, for the steamer Republic this winter. The size of the cylinder has not yet been decided.

At Quayle's Sons' yard the two propellers for Moore & Bartow are progressing finely, one of them being very near ready to receive her machinery.

Wm. Ward, of the firm of Ward & Jackson, who was called last week to Owen Sound, Ont., to attend the funeral of his mother, returned to the city Saturday. He feels the loss keeenly.

Captain Ira Owen, of Chicago, superintendent of the Escanaba & Lake Michigan Transportation Co., is in the city. He is interested in the progress of his new steel steamer at the Globe Co.'s yard.

Captain George Simpson, compass adjuster, will put a Baker oil compass on the steamer James Pickands, in place of the Merrill compass, put on her by Beverly when she made her first trip.

The propeller Geo. T. Hope is credited with a trip from Duluth through the Sault canal in 36 hours. Captain Frank Welcome and Engineer John Smith make a good combination. The Hope grounded slightly at Lake George Flats.

An agreement has been made by the owners of the S. J. Tilden and the steamer Arabia to arbitrate the loss of the former vessel. Two gentlemen, prominent in marine circles have been named, one at Buffalo, and one at this port to settle the differences.

During the gale of the 3d the schooners P. S. Marsh and J. F. Card did not attempt to enter port, but let go their anchors outside. In the morning the P. S. Marsh could not get her anchor up, and Captain Goodwin and his life savers went to her assistance.

The life savers of the U. S. are making subscriptions for the relief of Keeper John Stewart, of the Sabine life saving station, 8th district, who lost his twelve year old son and all the property he possessed during the gale and high water in his district October 12. The Cleveland station has done well in the good work. The action is taken under authority from the general superintendent, and the superintendent of each district is authorized to forward the amount at once.

The loss of the schooner Latrinier should point the fact that it is not wise to swap horses while crossing the creek, especially in November. Captain Becker had sailed the schooner all season, but, having some bad luck, he was replaced by a mate from another vessel on the last trip, some of the owners being dissatisfied. It is safe to say that there is not a Becker on the lakes who is not a good sailer. The underwriters are trying to make arrangements to send a wrecking expedition to the schooner Latranier, which was scuttled on Hog Island reef last Sunday morning. If any one attempts to release the vessel he must agree to deliver her at Milwaukee. If he fails he will receive nothing for his work. It is not likely anyone will undertake the job on these terms, as the vessel must be badly broken up by this time. She is twenty four years old, and a vessel of that age is not expected to stand much hard usage. There is $6,000 insurance on her, placed in the Pelican, of New Orleans, and two other companies.

The Globe Iron Works Co. have finished the engines for one of Moore and Bartow's boats, and with a large force of men they are pushing along the work on the machinery for the other steamers. This firm has a wide reputation for the excellent results their engines are giving. In fact the works are so full that many orders have been turned away. With J. F. Pankhurst as manager the new company will grow in popularity.

In freights much interest centers in Escanaba business, $1.75@$1.80 being rate. Three dollars is freely offered for ore from Ashland. Marquette tonnage is more plentiful. Charters are: Propeller Forest City, schooners H. H. Brown, H. P. Baldwin and A. Boody, ore, Escanaba to Ohio ports, $1.75; schooners Annie Smith and J. C. King, ore, Escanaba to Ohio ports, $1.80; propeller Superior and schooner Sandusky, coal, Erie to Milwaukee, $1.25; propeller N. K. Fairbanks and schooner B. F. Bruce, coal, Erie to Milwaukee, $1.20.

At the Cleveland drydock the schooner I. N. Foster received a new windlass; the schooner San Diego had three new spars made and put in; the schooner G. W. Adams had a leak stopped and slight repairs made; the steamer Spokane had her decks calked; the schooner Jura got a new mainmast; steamer Leland was in for a new wheel, new shoe, new floors in lower hold fore and aft, and her bottom overhauled; the tug John Gordon for a patch on her wheel and hull ironed for work in ice; steamer Hiawatha to have a leak stopped; the schooner Sweetheart had her bottom and bilges recalked and a general overhauling. While she was in drydock a survey was held, Captain C. E. Benham for the insurance company and Thomas Murphy for the owners. They found damages of over $1,000, not including tugs, steam pumps, etc.

The value of the fire tug to river property was thoroughly demonstrated Saturday night during the burning of the Otis elevator. Under the greatest efforts of the steamers the fire enveloped the entire building and was rapidly spreading to the adjoining buildings, the Detroit & Cleveland Co.'s buildings beginning to ignite. But as soon as the fire boat commenced to play on the fire with great volumes of water the battle was over and thousands of dollars worth of property in adjoining buildings saved. While we were working for the construction of the fire boat the opinion was advanced that she would do more effective service than all the land steamers that could get around a fire on the river could do; and that the boat would save at the first fire she worked on, more than her cost. Both of these assertions have been verified.

The master of the propeller J. H. Prentice was bound over before U. S. Commissioner A. J. Williams yesterday on a charge of assaulting one of his wheelsmen while the vessel was leaving Lorain harbor October 22. The wheelsman had been relieved at the wheel, but returned and took it from the man whose trick was on, while the master was at supper. Feeling that the course of the vessel had been changed and that she was in the troughs of the sea he looked out and saw lights on the port when they should be on the starboard side, and the vessel headed for the shore. He immediately ran to the pilot house and found that the man who had been relieved was at the wheel, the master says, while under the influence of liquor, and the wheel-man whose trick was on standing by. The master took the wheel to put the vessel on her course, but the obstinate man held on to the wheel, and the captain ordered him to leave the pilot house, which he refused to do. The master then removed him by force.

SAND BEACH.

Sixty-three vessels, steam and sail, sought this harbor for refuge on Tuesday.

CHICAGO.

Special to the Marine Record.

The steambarge S. H. Johnson, Captain Thos. Clark, which went ashore last week off Muskegon, was released Monday. Her rudder was unshipped, but she was not leaking very badly. She will be taken to Grand Harbor to receive repairs at T. W. Kirby's shipyard.

The schooner Julia B. Merrill, Captain Frank Houghton, arrived Monday afternoon in tow of the tug Chicago. She was so badly waterlogged that her rail amidships was under water, she left North Manistique with lumber last Saturday at 10:30 a. m., and when off Two River Point Sunday at 8 a. m. she sprang aleak. Her pumps were kept steadily at work until 4 a. m., Monday, when, as the water was gaining rapidly her anchors were cast in about 7 fathoms of water about 28 miles north of Chicago, and a signal of distress was hoisted, which was seen by the Captain of the schooner America, bound for Chicago, who sent the tug Chicago to assist the Merrill into port. The Merrill was towed to the Chicago drydock company's where her deck load is being unloaded on to scows. She will be pumped out and placed in drydock for repairs.

At the Chicago Drydock Company the steambarge D. M. Wilson and barge Manitowoc were in drydock for some new keel. Mr. Hayes flat scow was in for calking, the schooner Melvina received a new jibboom, the schooner John Wesley a new cat head, the propeller Jay Gould some new stanchions and rail, schooner H. B. Moore new monkey rail, schooner Ella Ellinwood new fenders, schooner George L. Wren new timber heads and plank, schooner R. Marwood some calking, the schooner Gilbert Knapp some new fender strakes; the tug Mike Shields was at the derrick for fixing stern bearing.

At Miller Brothers Drydock the tug W. H. Alley was in dock for bottom calking and general repairs, the steambarge George Dunbar for repairs to her wheel the tug Crawford to have a leak stopped, the schooner Libbie Nau for bottom calking, the schooner Carrier received new bowsprit and jibboom, the tug J. C. Ingraham was at the derrick to fix stern bearing, the steamer City of Traverse is in drydock for a through rebuild.

The schooner Ray S. Farr, light, in tow of the tug R. Prindiville, when going down the river Monday morning collided with the steamer St. Joseph laying at her dock at the foot of State street. The schooner carried away her jibboom and some headgear, and the davits, and one of the metallic life boats, valued at $250, of the steamer was carried away, and badly damaged.

The schooner Golden Fleece, Captain Jesse Hurlbut left Sunday with 28,000 bushels of wheat for Buffalo, this makes her tenth load of grain carried this season, seven to Buffalo, three to Sarnia. Her last four trips to Buffalo and back have averaged less than 17 days each.

The litigation over the schooner Elgin has been closed up and final decrees entered before Judge Blodgett by which the court costs are to be paid in full and the remainder of the proceeds of the sale of the vessel divided pro rata among the following claimants: Charles Peak, on a claim for $70; the Dunham towing and wrecking company, $2,645; Conrad Starke, $885; F. W. Knapp, $1,913.

Major W. H. H. Benyaurd, of the United States engineer corps, engaged in the Chicago harbor improvements, in referring to the work accomplished during the season just drawing to a close, stated that work had been going on quite extensively on the exterior breakwater. In addition, the three cribs which had been left under water from last season would be raised and soon acquire the height of the rest of the structure. Greater solidity and stability were given the southerly breakwater by filling it up with stone. Work this season had not commenced on a large scale because the appropriation was made too late. Beginning with the next season, work will be begun on an extensive scale. It is proposed to go to work again on the exterior breakwater. It will be extended as far east as the funds will allow. The broken portion of the southerly breakwater, over 400 feet in lenght, will be removed, and replaced by entirely new work.

The Anchor Line propeller Philadelphia got a log in her wheel when coming down the south branch of the river near Van Buren street bridge Tuesday evening, which necessitated her going to one of Miller Brothers drydocks during the night. The log bent her stern post so badly that her rudder would not work, and the stern post was taken out and not replaced.

The steamship H. Chisholm, grain laden, stuck on the bottom in the west draw of Madison street bridge Tuesday forenoon for more than two hours. It required the aid of seven tugs to remove her.

During the twenty-four hours ending at midnight of the 8th there were one hundred and thirteen arrivals at Chicago harbor.

Transactions in lake freights to-day were made exclusively by vessel agents. The amount of business done was very moderate. Offerings were light and the demand slow. Rates continue as on yesterday—4¼ and 4½ cents for corn and wheat respectively to Buffalo. The rate for corn to Ogdensburg is 7½ cents.

The Laura Miller, a new 52-ton schooner, was registered yesterday at the custom house. She will carry lumber between Muskegon and Chicago, and she will be in charge of Captain Andre Peterson.

WILLIAMS.

FRANKFORT.

The gale on Lake Michigan is washing wreckage ashore at Point Betsy, and a terrible marine disaster has probably happened. The life saving station crew are patrolling the beach watching for bodies, though none have yet been found. The surf men have picked up the top of the cabin of one of the largest sail vessels. It is lead colored with a hole for mizzenmast. The covering board is red and the edge molding is blue. The ceiling has three panels painted white. Small portions of bulwarks painted white are washing up. A plank has been found indicating that she was an iron ore vessel, but there is nothing indicating her name.

The missing barge Mable Wilson has been found. A vessel reached Frankfort yesterday and reported her safely anchored at the Manitous. Her rudder is gone, but otherwise she is in good shape. Captain Forbes and the crew are safely aboard. This will be welcome news to the owners and those who have friends on the vessel, as her continued non-appearance has occasioned no little uneasiness. Fears that she had met with disaster were strengthened by the finding of wreckage from a sunken vessel, including the roof of a cabin which had been picked up by the Point Betsey life saving crew. This wreckage, however, probably came from the sunken schooner Ellen Spry. When the Spry went down in deep water, it is more than likely that she exploded, sending up to the surface a considerable amount of driftwood, which would be beached at or near Frankfort by the prevailing westerly winds. The steamer Kittie M. Forbes, which left Chicago Tuesday to search for the Wilson, probably reached the Manitous yesterday and temporary steering apparatus will be rigged and both boats should reach Chicago by Friday night or Saturday morning.

SAULT STE. MARIE.

The barge J. H. Rutter, in tow of steamer Farwell, while off Stannard Rock sprung a leak during a gale from the northwest. She She was kept afloat with difficulty, and is here awaiting orders from the owner, and will probably take a steam pump.

BILLS OF LADING.

When a vessel is advertised as a general ship for a particular voyage, she is intended for a miscellaneous cargo composed of the goods of any person who chooses to ship, and the freight contract actually made is usually with the master, but both he and his owners are separately bound to the performance of it.

The seaworthiness of the ship is always implied in every contract of above nature, and damages can be recovered for injuries sustained on account of her not being so.

The owner of a general ship is *prima facie* a common carrier for hire, and for loss or damage of goods carried by him he is liable in the nature of an insurer, unless such liability is modified by the contents of the bill of lading.

Bills of lading are to be signed by the master of the ship, whether the contract is by charter in writing or otherwise.

The usual custom is for the master, mate or clerk, or persons checking the goods, as they are sent abroad, to give a receipt for same, and the master, on such receipts being given up to him, signs the bills of lading.

Bills of lading are generally made up in three parts exactly alike, all three of which are to be signed by the master. One part is kept by the master; one part is sent by post to the consignee of the goods, and the third is kept by the shipper of the goods.

In some cases a fourth part of the bill of lading may be required for the ship owners, and there is no reason why same should not be given.

The master is the person to sign the bills of lading, and is bound to sign for goods he has received or he must put the goods ashore without expense to the shipper; but the owners of the ship are not bound by bills of lading signed by the master for goods he has never received, even to a holder for valuable consideaation without notice. The master, however, is himself responsible to no such latter holder.

A bill of lading is an acknowledgement of the receipt of goods mentioned therein, and is also evidence of a contract to carry the same safely and deliver them at the port of destination mentioned therein.

Where there is a dispute about the quantity or condition of the goods, or if the contents of barrels or packages are unknown, the wording of the bills of lading should be varied to correspond before they are signed.

Where anything is delivered to a person to be carried, it is the duty of the person receiving it to ask such questions as may be necessary. If he does not and there is no fraud to make the thing appear different from what it really is, he is bound to carry it as it is.

In the case of goods put aboard a ship without the knowledge or consent of the master or owners, the master upon delivery of them will be entitled to the usual freight for the voyage.

Masters should be very careful not to sign bills of lading when the goods mentioned therein have not been received on board, as, although they would not be liable for same to the owner of the goods, still as by the custom of merchants, a bill of lading when indorsed and delivered to a *bona fide* indorsee for value passes the property in the goods mentioned in it, and such indorsee thereby acquires an insurable interest therein and may sell the goods by means of said bill of lading, or pledge same as a security for advances.

Upon refusal to deliver the goods to him on their arrival, he may sue the owners or master for them.

The contract is transferred with the property by indorsement and delivery of a bill of lading.

Where there is manifestly no intention to transfer, but only to give an authority to stop the goods *in transitu* to a mere agent in possession of an indorsed bill of lading, such agent has no right of action to recover damages for breach of contract or for the property.

A bill of lading is not like a bill of exchange or promissory note, a negotiable instrument which passes by mere delivery to a *bona fide* holder for valuable consideration, without regard to the title of the parties who make the transfer.

Although the shipper may have indorsed in blank a bill of lading deliverable to his assigns, a subsequent *bona fide* holder for value can not hold it as against the shipper if it be stolen from him or transferred without his authority.

The *onus* of proof lies on the person claiming an adverse right to the shipper of the property in the bill of lading.

The liability of indorsers on bills of lading ceases as soon as they are properly indorsed and transferred the same to a *bona fide* holder for value, and it is only the last holder on receipt of the goods that may sue or be sued.

The words "or order," or "assigns" must be used to transfer a legal title to the goods by the bill of lading.

There can be no complete delivery of goods until they are placed under the dominion and control of the person who is to receive them.

The master should see in each case that it is expressly set out in the bill of lading how and to whom the cargo is to be delivered, and he should take great care to follow all the stipulations in the bill.

Even when the consignee sends his own vessel or one chartered by him for the goods and they are delivered on board, the master is still bound to deliver them according to the bill of lading.

If the goods are stated in the bill of lading to be shipped on board a steamship, it is part of the contract that the principal motive power is steam, and the mere using steam as an aid to sails will not answer.

Although certain perils are excepted in the bill of lading, it is still the duty of the master and crew to do all they can to guard such perils by all reasonable skill and care, and where damage occurs through such perils but on account of the negligence or fault of the master or owners, the owners are liable.

By 31 and 32 Vic. C. 119, S. 14, it is enacted that "Where a company by through booking contracts to carry any animals, luggage or goods from place to place, partly by sea, or partly by canal and partly by sea, a condition exempting the company from liability for any loss or damage which may arise during the carriage of such animals, luggage, or goods by sea from the act of God, the Queen's enemies, fire, accidents from machinery, boilers and steam, and all and every other dangers and accidents of the seas, river and navigation, of whatever nature and kind soever, shall, if published in a conspicuous manner in the office where such through booking is effected, and if printed in a legible manner on the receipt or freight note which the company gives for such animals, luggage or goods, be valid as part of the contract between the consignor of such animals, luggage or goods and the company in the same manner as if the company had signed and delivered to the consignor a bill of lading containing such condition.

"For the purposes of this section the word 'company' includes the owners, lessees or managers of any canal or other inland navigation."

Where a bill of lading states that the deck load was to be at the risk of the owners, it was held that the risk was to be that of the owners of the goods, not the owner of the vessel.

Section 8, chapter 19 of 33 Vict. O, which makes a bill of lading conclusive evidence of the shipment of goods as represented therein does not apply to cases between masters of vessels and owners of goods, but only to those between masters and consignees or endorsers of bills of lading for value.

The bill of lading Act 33 Vic, chap. 19, does not apparently create any estoppel as to the condition in which goods are when shipped.

When a bill of exchange was sent to a certain bank for collection and remittance, and a bill of lading for 10,000 bushels of wheat was sent with the same, held that the bank acted properly in giving up the bill of lading to the consignees, they being the drawees of the bill of exchange and having accepted same. Special instructions to retain the bill of lading until the bill of exchange was paid, should have been sent if such was desired.—*Lewis' Marine Manual*

LOSS OF THE SEA STAR.

The schooner Sea Star left Ahnapee for Clay Banks, where she was to load wood for Racine. She got alongside of the pier and got on about thirty cords of wood when the wind suddenly shifted into the southeast and kicked up such a tremendous sea that it was impossible for her to leave the pier. She began to pound on the bottom very hard and started three planks in her stern, which caused her to leak badly. About 1 p. m. the pier gave way, letting the vessel through. She hung by her tow line and the anchor. There were only two men on her when she went through the pier, none of the other sailors being able to get on board as they had to run for their lives when the pier went down. The water gained so fast that the two men were unable to keep her free. About 5 o'clock the vessel began to go to pieces, and a dispatch was sent to the life saving crew at Sturgeon Bay canal to come to the rescue. This canal is seven miles from there, and the road was so very bad that it was midnight when the crew reached the wreck. They fired a line over the vessel, and ran the life buoy out but on account of the vessel surging it was impossible to tighten the line enough to keep the buoy out of water. Consequently they had to pull one of the sailors through the water all the way and he was insensible when he reached the land. The other sailor would not be dragged ashore in that way and told the men to lie a yawl boat to the buoy. This was done and the man reached shore in safety. The crew afterwards went out to see if they could free her of water, but the vessel went down while they were at work. They stripped her of her foresail and abandoned her. She is a total loss. The vessel was owned by C. L. Fellows and is valued at $3,000. There is no insurance on the vessel or cargo. She was 91 feet long, 23 feet beam, 8 feet depth, 90.71 tons burden and was built at Irving N. Y. in 1885 and hailed from Racine Wis.

THE DRYDOCK DILEMMA.

The first intimation of the prospects of a drydock being located in Duluth was given by the Evening Herald, and the same paper is now at liberty to give to the public just how the matter stands. The three Chicago gentlemen who came to Duluth after visiting Ashland, Superior, West Superior, and a few other small towns, were cordially received in this city and every attention shown them, by the chamber of commerce in particular, and the business men in general. They were shown the city and every part of it, visited all the important places, given an opportunity to inspect the harbor, and in fact everything was done to place before them the advantages of Duluth. During this time nothing was said by either party as to what they would do. Yesterday afternoon a meeting was called at the chamber of commerce which was well represented by the board of directors and attended by the Chicago drydock committee. The drydock and shipyard project was thoroughly discussed, and the directors of the chamber were prepared to aid in a substantial manner any proposal made by the committee. They waited in vain, as the gentlemen refused to make any proposition, but in plain language wanted to know how much money, land or bonus would the people of Duluth give to help this project. The committee would not or rather did not state what they intended to do, how much they would expend, how many men they would engage or give any tangible shape to a proposition. The meeting adjourned with no definite action taken in regard to this matter and the probabilities are that no arrangements will be made with these parties. The level-headed business men of Duluth are always ready and willing to put their hands in their own pockets to help any enterprise that will benefit Duluth, but they are not a class of men to be taken unawares by any snap arrangement. If West Superior, Bayfield, Ashland, or Washburn can and will offer sufficient inducements to this incorporated Chicago company to influence them to build a drydock there that is between themselves. Thorough business men who contemplate establishing a concern of this kind generally look to where they can do the most business and not to where they can receive the most money for locating. Duluth has representative men who will see that their city has a drydock and a shipyard, and that at once. This is the only point on the lake where an establishment of this nature will pay, and the people of Duluth know this, and if they can not receive a proposition from outside sources they will build one themselves. The Chicago gentlemen left on the 1 o'clock train for home.—*Duluth Herald.*

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 2, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Oct. 30, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
106,445	.....	Sl.	Adeline,	8.16	7.76	Cold Springs, N. Y.
100.403	K D N M	Sc.	Israh Hart,	879 50	852 72	Boston, Mass.
76,653	K D N L	Sc.	J. S. Hoskins,	411 56	390.99	Baltimore, Md.
210,714	.....	Lgr.	Rose Eulalie,	5 42	5 15	Brashear, La.
110,715	.....	Sl.	Rosalie,	6.01	5.71	Bay Shore, N. Y.
145 435	.....	Lgr.	Three Brothers;	5 77	5.48	New Orleans, La.
			STEAM VESSELS.			
126 391	K D N P	St s	Cherokee,	2556 73	1966.87	New York, N. Y.
157 182	.....	St. p.	D. A. Brooks, Jr.,	.....	54.08	Evansville, Ind.
85 946	.....	St. s.	George Nelson,	45 98	22.99	Sturgeon Bay, Wis.
155.129	.....	St s,	Okoloosa,	46 07	23 04	Milton, Fla.
110,716	.....	St. p	R. C. Gunter,	565 34	337 30	Chattanooga, Tenn.
116.127	.....	St. s.	Sadie,	39.01	19 51	Salem, Mass.
116,128	.....	St. s.	Susquehanna,	2500 30	2065 79	Erie, Pa.
145 434	.....	St s.	Turtle,	.....	5.09	Memphis, Tenn.

JARVIS PATTEN, Commissioner of Navigation.

A device for preventing the explosion of steam boilers has been patented by Mr. Bendix Meyer, of Gleiwitz, Prussia, Germany. It consists in a plate of suitable yielding material, applied to an opening in the boiler, and adapted to be flexed outward at a certain steam pressure, so the steam will escape before the bursting pressure is reached, a rubber or other elastic packing being used between the plate and the boiler shell.

RECORD OF VESSEL PASSAGES.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 4.—Passed up—Schooner Grantham, Duluth to Kingston; propeller Celtic, Duluth to Kingston; steamship W. L. Frost, Chicago to Ogdensburg.

Tug Crusader left here to-day with barges Sherman and Mills in tow.

PORT COLBORNE, Nov. 5.—Passed down—Schooner Willie Keller, Detroit to Ogdensburg; steamship Monteagle and consorts, Chicago to Ogdensburg; propeller California, Duluth to Montreal.

PORT COLBORNE, Nov. 6.—Passed up—Steambarge D. D. Calvin, Kingston to Cleveland.

Down—Propeller Pacific, Chicago to Ogdensburg; propeller Nipigon, Ashtabula to Kingston.

PASSED DETROIT.

DETROIT, Nov. 4.—Passed up, morning—Barge Smith Moore, tug M. Swain and schooner American Union, barge Minneapolis and consort, tug Wilcox, barge Oscar Townsend and consort, barge C. Hurlbut,

Afternoon—Barge Otego and one barge. City of Concord, tug Jessie, schooner Niagara, propeller Boston, barge Oscoda.

Morning, down—Propeller Cuba and consort, steambarge Wm. Cowie and two barges, propeller Empire State, tug Wilcox and schooner Montana, propellers Arctic, Milwaukee, barge J. S. Ruby, Glengarry and consorts, Sanilac, schooner H. D. Root, propeller Badger State, tugs Jessie, International and schooner A. J. Rogers, steambarge City of Cleveland and consort, Tempest and three barges, tug A. J. Crawford.

Afternoon—Barge M. Sicken and three barges, scow Ino, propeller Fountain City, barge City of Rome and consort, Onoko, Empire and three barges, propeller Northerner, barge Germania and four barges, tug Haight and schooners Jura, Reid Case, Colton and schooners G. W. Davis, W. I. Preston.

DETROIT, Nov. 5.—Passed up, morning—Tug Haight, barge H. S. Pickands, propeller Philadelphia, steambarge Cleveland and two barges, Westford and three barges, Point Abino.

Afternoon—Steambarge Yosemite and one barge, tug Moore, propeller Arctic.

Morning, up—Steambarge Geo. L. Colwell and three barges, T. W. Palmer and consort, Continental and consort, D. C. Whitney and consort, propeller Pacific, tug Moore and schooners A. M. Peterson, Halsted, Homer, propeller Saginaw Valley, tug Ella Smith and three barges, steambarges Escanaba, John N. Glidden and consort, Superior and consort.

Afternoon—Steambarge Kalkaska, Michigan and three barges, F. Beckwith and schooner Mary Collins, tug Oneida and schooner Julia Willard, Oswego and schooner A. P. Grover, steambarge George King and three barges.

DETROIT, Nov. 6.—Passed up, morning—Barge V. H. Ketchum, propeller Japan, barge E. B. Hale and schooner Thomas Quayle, Benton and four barges, Nahant.

Afternoon—Tug J. P. Clark and three barges, steambarge Iron Age, propellers Portage, Buffalo.

Morning, down—Steambarge N. K. Fairbanks and consorts, propeller Starucca.

Afternoon—Steambarge Abercorn and two barges. J. H. Outhwaite and schooner Thos. Gawn, Sparta and consort, tug Wilson and schooner Angus Smith, D. E. Bailey, Samson and schooners E. C. Hutchinson, S. L. Watson, steambarge Allegheny and two barges.

DETROIT, Nov. 7.—Morning, up—Propeller R. P. Ranney and schooner John Martin, tug Colton and schooner Corsican, Champion and schooners D. Stewart, J. D. Sawyer, John Shults, propeller W. H. Stevens, steambarge J. P. Donaldson and three barges, A. A. Turner and three barges, Wm. Cowie and two barges D. Ballentine and consort, Ed Smith and three barges.

Afternoon—Tug River Queen and barge Mentor, barge Nashua and barges, R. Wallace and consort.

Forenoon, down—Tug River Queen and schooners Itasca, Arthur, Theodore Voges, steambarges Leland, D. M. Wilson and two barges, Handy Boy, Argonaut, Lowell and two barges.

Afternoon—Tug Gladiator and schooners C. H. Burton, M. I. Wilcox, Canton, E. P. Beals, Souvenir, John Breden, propeller Tioga, Wissahickon, steambarge Forest City and consort, Enterprise, D. Leuty and four barges, propeller Montana, steambarge Hiawatha and consort, tug Jessie and schooner C. C. Barnes, steambarges Oscoda, Belle Cross and four barges, Vienna and consort, tug Mocking Bird.

THROUGH THE STRAITS.

MACKINAW CITY, Nov. 4.—Morning, down—Schooner C. C. Barnes.

Afternoon—Propeller Outhwaite, schooner Thomas Gawn, schooner D. E. Bailey, propeller Wm. Chisholm with schooner M. W. Page and F. W. Gifford, tug Samson with schooners S. L. Watson and Emma C. Hutchinson.

Morning, up—Propeller City of Grand Rapids, New York and Colorado, Burlington and consort, Progress and Favorite, Canisteo and two barges.

Afternoon—H. J. Jewett, Commodore, J. S. Fay with schooner D. P. Rhodes.

MACKINAW CITY, Nov. 5.—Afternoon, up—Propeller Peerless, Oceanica and Commodore.

Afternoon, down—Propellers Tioga, Boston.

MACKINAW CITY, Nov. 6.—Morning, down—Propeller Montana.

Afternoon—W. A. Barnum.

Afternoon, up—Propeller Philadelphia. In addition to those reported yesterday are the Adventure, Skylark, H. Boody, and Jos. Paige. The Stalker's masts have all washed away and there is nothing now to show where she lies. A heavy snow storm prevailed for several hours to-day, but the most of it melted as fast as it came.

MACKINAW CITY, Nov. 7.—Morning, down—Propeller Rube Richards with schooners May Richards and S. V. R. Watson, Veronica, schooner F. A. Georger.

Forenoon, up—Propeller Oscar Townsend with schooner Edward Kelly.

Part of the wind-bound fleet got away this morning. Among those remaining are the Winslow, Adventure, Maria Martin, A. Boody, H. D. Alverson and S. Neelon.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 6.—Morning, down—Steambarge J. H. Farwell, schooners J. H. Rutter, Jeremiah Godfrey, steambarge C. H. Green, schooners Rosa Sonsmith, Mattie C. Bell.

Afternoon—Schooner David Vance, steambarge J. W. Westcott, schooner Louie O'Neil, steambarge Calumet.

Morning, up—Steambarge C. Tower, Jr., propeller St. Louis, tug E. M. Peck, schooner Jas. E. Gilmore, propeller Smith Moore.

Afternoon—Propeller Athabasca.

Cleared, up—Idaho, Jim Sheriffs, Pathfinder, A. Folsom, Kingfisher, Frank Perew, Iron Duke, Iron Cliff, City of Owen Sound, Business, Kate Winslow, J. W. Westcott, Louie O'Neil.

Down—Hiawatha, Minnehaha, Alcona, Forest City, schooner H. H. Brown, United Empire, J. H. Prentice, Shawnee, Goshawk, Alberta, Iron Chief, Iron State.

SAULT STE MARIE, Nov. 7.—Morning, down—Propeller Nyack, steambarges Bessemer, Fred Mercur, propeller Vernon, steambarges Russia, C. H. Starke.

Afternoon—Tug E. M. Peck, schooner Genoa.

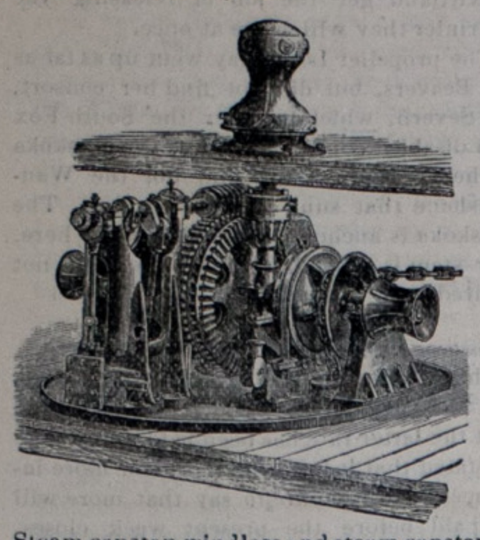
Morning, up—Propeller St. Magnus, steambarge Minneapolis, schooner Wm. McGregor, propeller Campana.

Afternoon—R. J. Hackett, schooner Susan E. Peck, propellers Arctic, Ontario.

[*Continued on 5th page.*]

NEW WINDLASSES.

The following is a complete list of orders now in process of manufacture at the works of the American Ship Windlass Company at Providence, R. I., viz:



Steam capstan windlass and steam capstan, to go aft for steambarge building by Wolf & Davidson at Milwaukee, Wis.

Steam capstan windlass and steam capstan, to go aft on steambarge building by Simon Langell at St. Clair, Mich.

Capstan windlass for steambarge, building by R. Mills & Co., Buffalo, N. Y.

Capstan windlass for towing barge, building by Thomas Quayle's Sons for Captain Thomas Wilson, Cleveland, O.

Steam capstan windlass for steambarge, building by Thomas Quayle's Sons for Captain Thomas Wilson, Cleveland, O.

Steam capstan windlass and steam capstan for stern for steel steambarge, building by Globe Iron Works for H. H. Brown & Co., Cleveland, O.

Two steam capstan windlasses and two steam capstans to go aft for two steambarges, building by Frank W. Wheeler, West Bay City, Mich., for Detroit parties.

Steam capstan windlass for steambarge, building by Frank W. Wheeler, West Bay City, Mich., for Captain Thomas Wilson, Cleveland, O.

Two steam capstan windlasses and two steam capstans, to go aft on Captain James Davidson's two steambarges, building at West Bay City.

Steam capstan windlass for Captain Wm. Dulac, Tonawanda Lumber Co., for steambarge A. Weston.

Two steam capstan windlasses and two steam capstans to go aft, for the two steamships, building by the Union Drydock Co., Buffalo, for the Union Steamboat Co.

Steam capstan windlass and steam capstan to go aft for iron steamship, building by Wm. Cramp & Sons, Philadelphia, Pa., for Plant Investment Co., Florida.

Steam capstan windlass and capstan to go aft for steamship Herman Winter, building by Wm. Cramp & Son's Co., Philadelphia, for Metropolitan S. S. Co., between Boston and New York.

Steam capstan windlass and capstan to go aft for steamship, building by Delaware River Iron Ship & Engine Building Co., (John Roach & Son), Chester, Pa., for C. H. Mallory & Co., of New York.

Steam capstan windlass for steamer building by Harlan & Hollingsworth Co., Wilmington, Del., for the Old Bay Line of Baltimore, Md.

Steam capstan windlass for steamship, building by Harlan & Hollingsworth Co., for Winsor's S. S. Co., running between Philadelphia and Boston.

New style pump brake windlass for Jonathan May & Son, Philadelphia, for small steamer, building in Delaware.

Steam pump brake windlass for coal barge for L. Luckenbach, of New York, formerly ship Helicon.

Steam capstan windlass for Boston Tow Boat Co., for coal barge (formerly ship Storm King.)

Providence pump brake windlass (new style), for schooner Fannie E. Webb, G. S. Shultz owner, to replace a wood windlass.

Providence pump brake yacht windlass for yacht, building by Robert Palmer & Son, Noack, Ct., for C. H. Osgood, Norwich, Ct.

It will be seen that almost every first-class ship-building concern in the country is represented on its books. This is not surprising when the fact is considered that of all the thousands of windlasses built by them since 1857, not one has failed to give perfect satisfaction.

They build the only direct acting steam capstan windlass in this country. Their competitors, in trying to avoid their patents, have loaded the machine down with useless clap-trap arrangements, consisting of counter shaft, cross piece, clutches, levers, bearings, bevel and spear gears, etc., which nearly double the number of pieces in the windlass and renders it too complicated from practical use on shipboard; renders the windlass liable to frequent breakdowns, confuses the seamen, and makes a noise and clatter which is almost unendurable.

There is, therefore, no reason for trying experiments when a first-class article that has been tried and tested can be had at such moderate prices as those at which the Providence windlasses are now selling.

A dispatch from Duluth says the schooner Ironton, which left that port last Thursday in tow of the propeller Calumet, sprung a leak and was run on the beach near Whitefish Point. She is ore laden for Cleveland. The Ironton 742 tons was built at Buffalo in 1873 and hails from Wheatfield, N. Y.

Captain Henneberry, of the schooner City of Sheboygan, telegraphs to Chicago that his vessel has gone to the bottom. She is sunk in deep water and is a total loss. The cook, a woman, was drowned. Captain Henneberry and his crew of seven men escaped in the yawl and are now at Detour, the entrance to the Sault River. Very few particulars were given in the dispatch other than the facts given above, and that the vessel went down after striking a rock near Detour. The disater occurred Thursday night during a furious storm. The vessel was loaded with coal, and was bound from Buffalo to Fort Brady. She was owned by Captain Mitchell, of Chicago, and was valued at $7,500. The name of the cook is Mattie Farrel. The City of Sheboygan was built at Sheboygan by Hamilton in 1871 and rebuilt in 1882; 259 tons and classed A2. She was owned by the Raab estate and was valued at $8 000.

VESSEL OWNERS AND AGENTS.

JAMES T. ROSE,

Vessel Agent and Broker,

Room 4, Exchange Building, Duluth, Minn.
I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.
CORRESPONDENCE SOLICITED.

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[ESTABLISHED IN 1856.]
H. J. WEBB & Co., will charter Vessels for Lake Trade Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
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Wilson's Transit Line.
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BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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Vessel Owners & Agents,
New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,
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CLEVELAND - OHIO.

JOHN P. DEVNEY,
Marine Collector.
Collections Promptly Attended to.
ASHTABULA HARBOR, OHIO.

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Admiralty and Insurance Law Office,
Room 37 Merchants' building, CHICAGO, ILL.

GEORGE E. HALLADAY.
Attorney and Proctor in Admiralty.
Marine Business Promptly Attended To.
OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.

WM. H. DeWITT,
Attorney and Proctor in Admiralty.
ROOM No. 6, BLACKSTONE BLOCK.
CLEVELAND, OHIO.

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GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

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BASSETT & PRESLEY,
[Successors to W. H. McCurdy & Co.]
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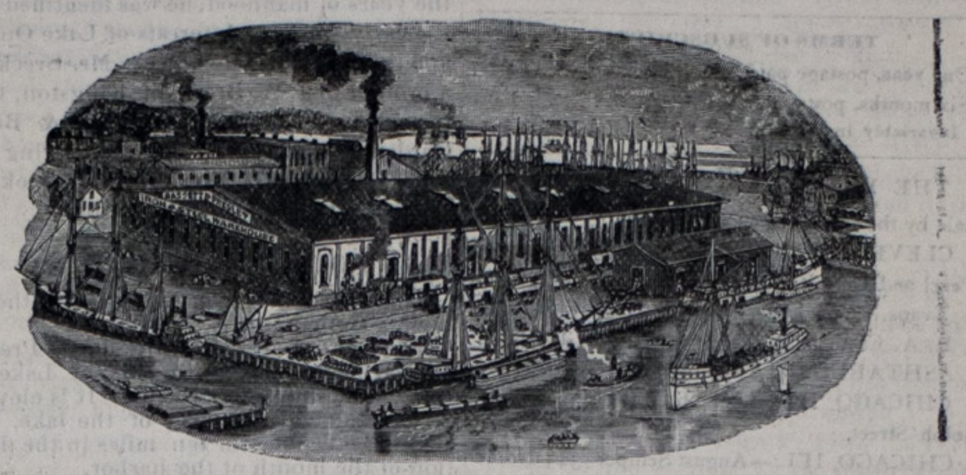

WHOLESALE DEALERS IN

BAR, BOILER, HOOP, ANGLE AND SHEET IRON.

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We Represent in this Market the Following Well-known Manufacturers:

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BAR IRON AND POLISHED SHAFTING.
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Central Iron Works.....Harrisburg, Pa.
BOILER PLATES.
Lindsay & McCutcheon,.....Pittsburg, Pa,
HOOP, BAND & STAR HORSESHOE IRON.
George W. Johnson,.....Newcastle, Pa.
TANK SHEET IRON.
Dilworth, Porter & Co., Limited..Pittsburg, Pa.
RAILROAD AND BOAT SPIKE.
Hoopes & Townsend,.....Philadelphia, Pa.
BOILER AND TANK RIVETS.
Sanderson Bros. Steel Co,.....Syracuse, N. Y.
CAST STEEL.
Joseph Corns & Sons ....Massillon, O.
CROWN STAY BOLT IRON.
Fencoyd Iron Works,.....Philadelphia, Pa.
ANGLE IRON.

A Complete Stock of all above Goods in Our Warehouse.

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For the convenience of Vessel owners we keep on hand a quantity of
CANVAS SEWED UP
and can get out a Sail without delay.
DONALDSON'S SAIL LOFT
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SHIP CHADLERY HOUSE,
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Grocers, Bakers and Ship Supplies;
Fresh & Salt Meat of all Kind.
30 & 32 River-st., opposite Detroit Steamboat Landing, and 184 Broadway. Telephone 112,
CLEVELAND, OHIO.

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HENRY LEOPOLD.
Manufacturer and Dealer in all kinds of fine and plain
FURNITURE & UPHOLSTERY,
And Manufacturer of Counters, Shelving, Bank and Bar-room Fixtures.
Mattrasses and Vessel Furniture
A SPECIALTY.
Warerooms 798 and 800 Lorain-st., near Fulton. Factory 10 Willet-st.
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Summer Tours.
Palace Steamers. Low Rates.
Four Trips per Week Between
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Every Week Day Between
DETROIT AND CLEVELAND
Special Sunday Trips during July and August.
OUR ILLUSTRATED PAMPHLETS
Rates and Excursion Tickets will be furnished by your Ticket Agent, or address
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DETROIT, MICH.
T. F. NEWMAN, Pass. and Freight Agent.
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23 River street, Cleveland, Ohio.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive.	Depart.
No 4. Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24. Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via " ..	§6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:45 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and counections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:40 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m, *9:10 a. m,. *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination
For information, call on nearest agent of the Company, or address
B. F. HORNER,
Gen'l Passenger Agent,
LEWIS WILLIAMS,
General Manager. Cleveland, O.

BEE LINE
DIRECT THROUGH CAR ROUTE FOR
TOURISTS TO DENVER, PUEBLO, COLORADO SPRINGS, MANITOU
And all Summer Resorts of the
SOUTH AND SOUTHWEST.

Eastward from Cincinnati, Indianapolis and St Louis, this route furnishes the quickest through car line to the
White mountains, Adirondacs, Catskills
and the sea. Tours via
NIAGARA FALLS
AND THE ST. LAWRENCE RIVER,
With the option of going
DOWN THE HUDSON
Either By Steamer or Rail, to the famous
EASTERN WATERING PLACES,
and all the renowned beaches of the
ATLANTIC COAST.
THIS LINE HAS NO SUPERIOR.

P. S.—Get tickets via BEE LINE, (C C C & I R'y.—D. & U. R. R.—I & St. L. Ry.)
A. J. SMITH, General Passenger Agt.,

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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SARNIA, ONT.—D. McMasters.

ST. CLAIR FLATS, MICH.—McNiff & Son.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, NOVEMBER 11.

NAVIGATION LAWS.

There is, perhaps, no interest or industry in this country so surrounded and hampered by special laws as that of navigation, and many of these laws are so ambiguous, couched in such terms, that none but a Philadelphia lawyer can understand what is meant by them until experience discovers the object for which they were framed. It is not the fortune of marine men, as a rule, to be able to acquire a thorough knowledge of the statutes by which they and their property are surrounded. It is, therefore, necessary that some competent person be found to devote time and patience to the work of compiling, in a comprehensive shape, the acts of congress which have become statute laws. An act passed congress in 1884 that there should be established in the department of the treasury of the U. S. a bureau of navigation, to be in charge of a commissioner of navigation, who should have general superintendence of the commercial marine and merchant seamen of the U. S. so far as vessels and seamen are not under the supervision of any other officer of the government. Jarvis Patten, who was appointed commissioner at the time of the establishment of the bureau, has filled the office with great ability. While his specified duties did not include the compilation of the statutes relative to navigation, he soon discovered the necessity of having a compact volume containing them, and his industry and research have evolved a five hundred page book, which, as it is laid before the public, will be of great value. We have been favored with a copy of this work and can readily refer to any law bearing on any specific point. It is a wonder that this book has not been published before.

While this question is under consideration it would be well to say that Lewis' Marine Manual is a ready law reckoner, and is very explicit in its definitions of the rules bearing on maritime law. This latter work can be had by addressing this office and inclosing the price, $2.50 each.

THE bridge tender of the West Superior, (Wis.) bridge has been the victim of a peculiar freak, as is shown by the following from the Duluth Sun: "The Fred Mercur and Egyptian were delayed twelve hours at the draw of the St. Louis river bridge at West Superior, the tender refusing to open the draw on account of high wind. The captains threatened to sue the bridge company for demurrage for the unnecessary delay."

THE Lake Superior News gives the amount of grain in store at Duluth elevators at 8,225,597 bushels. It was thought at one time during the season that the immense quantities being brought down would exhaust the stock at the grain centers.

THE necessity of a fog whistle at the head of the Beavers, Old Mackinaw Point and Sheboygan becomes more apparent every day. There is more heavy weather in those localities than any place on the lakes.

OBITUARY.

L. W. Breck died at New London, O., of organic disease of the heart, in the 67th year of his age. Mr. Breck was born in Vermont, and while a little child, with his parents, removed to Cape Vincent, Jefferson county, N. Y., at which point, as he gained the years of manhood, he was identified with the early shipping interests of Lake Ontario and the River St. Lawrence. Mr. Breck was a brother of I. A. Breck, of Kingston, Ont., formerly of the firm of Calvin & Breck, Garden Island, Ont. Although living fifty miles inland, Mr. Breck always took the keenest interest in marine matters.

NOTICE TO MARINERS.

The Canadian government gives the following notices:

The light on Calf Pasture shoal, Presque Ile harbor, on the north side of Lake Ontario, now shows fixed white. It is elevated 29 feet above the level of the lake, and should be visible for ten miles in the direction of the mouth of the harbor.

Light No. 4 at French river, being the back light of the inside range, will be changed from fixed white to fixed red for the purpose of distinguishing it from the numerous mile and house lights that are now in its vicinity.

A fog bell, rung by machinery, has been established at Colchester reef lighthouse, Lake Erie. It sounds one stroke every fifteen seconds.

A lighthouse, erected by the government on the east side of mouth of Rainy river, in the district of Algoma, has been put in operation. The light is fixed red, elevated 35 feet above the level of the water, and should be visible eight miles from all points of approach.

A light now is maintained on the westermost end of the breakwater protecting the harbor of Port Arthur, Lake Superior. It is a fixed red light shown from a lantern hoisted upon a pole. Vessels running for shelter of the breakwater will leave it on the starboard hand in passing.

The schooner Carrier was run into by the propeller Gordon Campbell at Chicago last Thursday, and had her bow damaged.

After leaving the Straits the J. I. Case sought shelter from the gale under Plum island, part of her canvas having been blown away. In getting under headway again it was found that the big anchor had fouled with some wreckage on the bottom Being unable to free the anchor the vessel dragged across the lake, and was off Big Point Au Sable when the anchor was finally hove up with another anchor clinging to the flukes. The property recovered will more than replace the lost sails.

The steamer W. B. Hall, bound, up light, from Tonawanda, went on Roses's reef, about six miles above Buffalo. After considerable pulling, she was released by the tugs Bryant and Fiske, and towed to the Mills drydock. Quite a sea was running. The Hall lost her shoe and rudder, and her bottom suffered damage. The Bryant's line parted, and in getting a fresh hold she received enough thumps on the rocks to make her leak so as to need docking also.

Bartholdi's colossal statue of "Liberty enlightening the world" was unveiled on Friday last, with imposing ceremonies. Fully one million of people took part. The city was gaily decorated. Liberty's torch was lighted on Monday night, and its radiance, or lack of radiance, surprised and disappointed the assemblage. The illumination of the statue from the outside was not sufficient to make the outline of the effigy clearly discernible, but the light of the torch penetrated thirty miles.

[*Vessel Passages Continued from 3d Page.*]

PASSED DETROIT.

DETROIT, Nov. 8.—Passed up, forenoon—Steambarge Cumberland and consort, Maine and three barges, Ogemaw and three barges; propeller Avon, tug Colton and schooner G. W. Davis, barge B. W. Arnold and barge, tug Haight, steambarge Manistique and two barges, John B. Lyon and consort.

Afternoon—Schooner Emeu, propeller Delaware and schooner Schuylkill.

Morning, down—Barge Wallula, schooner Wayne, tug Haight and schooner John Kelderhouse, barge W. H. Barnum, C. N. Pratt and consort, Chicago and consort, S. Langell, consort, and schooner S. M. Stephenson, propeller Juniata, tug Castle and schooner Pensaukee, barge Jas. H. Prentice and consort, tug Champion and schooners Ida Keith and M. L. Higgie.

Afternoon—Propeller Nyack, steambarge Business and consort, Point Abino, tug Swain and schooner Constitution, steambarge N. Mills and three barges, Fred Mercur, Veronica, propeller Russia, steambarge Schoolcraft, S. C. Hall and three barges.

DETROIT, Nov. 9.—Morning, up—Barge Kalkaska, tug Wilcox and schooner Thomas L. Parker, propeller Annie Young, barge Clyde, propeller Saginaw Valley, tug Cushing and schooners General F. Siegel, M. F. Merrick, barge Oscoda, propeller Nebraska, barge Colonial and consort, Kasota and consort.

Afternoon—Steambarge A. Everett and consorts, M. Sicken and three barges, propeller St. Paul.

Morning, down—Steambarge Nipigon and barges, S. E Sheldon and schooner S. P. Ely, steamer Ohio.

Afternoon—Tug Jessie and schooner F. A. Georger, barge Gordon Campbell, schooner Allegheny, propeller Badger State, barge New Orleans, propeller Conemaugh, barge J. G. Blaine, Castle and schooner Typo.

DETROIT, Nov. 10.—Passed up, morning—Tug Champion and schooners M. S. Bacon, J. S. Richards, Wm. A. Young, steambarge Araxes and two barges, tug Moore and schooners R. Hallaran, L. Hanna, barge Lowell and four barges, propeller Albany, tug Haight, Australasia and consort, T. W. Palmer and consort, tug Samson, schooner Queen City, I. N. Foster, J. I. Case.

Afternoon—Barges Queen of the West, Spokane and schooner M. E. Tremble.

Morning, down—Barges Hecla, Rose and three barges.

Afternoon—Barge J. W. Westcott and consort, White & Friant and four barges, propellers Clarion, H. J. Jewett.

THROUGH THE STRAITS.

MACKINAW CITY, Nov. 8.—Morning, down—Propeller Conemaugh.

Afternoon—Propeller Isaac May.

Morning, up—Propeller City of New York.

Afternoon—Propellers Buffalo, Chicago, Burlington.

MACKINAW CITY, Nov. 9.—Morning, down—Propeller Grand Traverse and schooner Lizzie A. Law, propellers Erin, Clarion.

Afternoon—Schooners Scotia, H. J. Jewett, Pennkee.

Morning, up—Propeller C. J. Kershaw and schooner Nassau, propeller R. A. Packer, schooner Belle Brown and F. C. Leighton.

Afternoon—Propeller Avon.

In harbor—Propellers R. P. Ranney and consort, Stafford and consort, tugs Champion, Porter and James Reid, schooners J. H. Mead, P. B. Locke, H. G. Cleveland, D. S. Alverson, Adventure, S. Neelon, Ishpeming, Winslow, L. M. Mason and A. Boody.

MACKINAW CITY, Nov. 10.—Afternoon, down—Schooner M. J. Cummings, propeller Oscar Townsend and consort.

Forenoon, up—Propeller A. Weston and two barges, D. W. Arnold, schooner Our Son, F. D. Gardner, Riverside.

Afternoon—Propeller Delaware, schooner Schuylkill, Fred McBrier and consort, H. D. Coffinberry and consort, Clyde.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 8.—Forenoon, down—Steambarges Hecla, Roanoke, propeller Scotia, schooner Craftsman.

Afternoon—Propeller India, tug E. M. Peck, schooner Midland Rover, steambarge George Spencer, schooner David Dows.

Morning, up—Steambarge V. H. Ketcham.

Afternoon—Propeller Japan, steambarge Chauncey Hurlbut, schooners Senator, C. G. King, steambarge J. E. Potts.

SAULT STE MARIE, Nov. 9.—Morning, down—Steambarge Rhoda Emily and schooner Guiding Star, Havana and schooner Helena, steambarges G. T. Hope, Egyptian, schooners Pelican, Charles Wall.

Afternoon—Tug Mystic, schooner Erastus Corning.

Forenoon, up—Steambarge E. B. Hale, schooner Thomas Quayle, steambarge Iron Age.

Afternoon—Steambarge M. M. Drake, propellers Jay Gould, Antelope, steambarge John F. Eddy, schooner John Shaw, steambarge W. H. Stevens, propeller Winslow.

SAULT STE MARIE, Nov. 10.—Morning, down—Propellers Jos. L. Hurd, Toledo, steambarges Smith Moore, Republic, schooners Jas Couch, Grace Holland.

Afternoon—Steambarge W. L. Wetmore, schooners Geo. Sherman, C. H. Johnson, Brunette, steambarge Alpena, propellers Athabasca, Newburg.

Morning, up—Propeller Winslow, steambarge Robert Wallace, schooner David Wallace, steambarge W. H. Gratwick, schooner S. E. Marvin.

Afternoon—Steambarge Cumberland, and schooner Crosthwaite, tugs Erin and Peck, schooner Eliza Gerlach.

Arrived up, afternoon—Schooner S. H. Kimball.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 8.—Passed up—Propeller John Pridgeon, Jr., Ogdensburg to Chicago; Oneida, Ogdensburg to Chicago; steambarge S. C. Baldwin and barges, Charlotte to Milwaukee; schooner Blazing Star, Oswego to Sandusky.

Down—Propeller Pride of America, Washburn to Kingston; steambarge Albion and consort, Toledo to Hamilton; Lincoln and barge, Toledo to Kingston.

PORT COLBORNE, Nov. 9.—Passed up—Schooner John Magee, Oswego to Toledo; F. D. Barker, Sodus Point to Detroit; P. M. Rogers, Oswego to Toledo; steambarge S. L. Tilley and consorts, Wellers' Bay to Cleveland.

Down—A. L. Andrews, Detroit to Ogdensburg.

PORT COLBORNE, Nov. 10.—In harbor, windbound—Schooners P. M. Rogers, F. D. Barker, John Magee, steambarge P. C. Baldwin and consorts.

[*Around the Lakes Continued from 1st Page.*]

SAULT STE MARIE.

The steambarge Gratwick was released on Wednesday during high water. She sustained no damage to her bottom.

It is estimated that the steambarge Geo. T. Hope, aground in Lake Geooge Flats, will be compelled to lighter five hundred tons of wheat. A wrecking expedition has been sent for to Detroit.

The schooner Eliza Gerlach sprung her foremast on Lake Huron yesterday. Repairs are being made here. She will leave to-morrow. Weather fair.

The schooner David Vance, in the same gale, carried away main boom and mainsail. She is here undergoing repairs. The captain of the steamer J. H. Farwell reports passing through a large quantity of black wreckage above Vermillion Point.

MACKINAW CITY.

The schooner Lafrinier, ashore on Hog island reef, has been abandoned to the underwriters. She lay in a very dangerous position, and may prove a total wreck unless steps are at once taken for her release. The tug Winslow is here, and if Grummond & Kirtland get the job of releasing the Lafrinier they will leave at once.

The propeller Isaac May went up as far as the Beavers, but did not find her consort, the Severn, which is under the South Fox in a disabled condition. It was the Muskoka of the Issac May's tow and not the Waubaushene that sunk the M. Stalker. The Muskoka is anchored five miles below here. Her stem is split, but otherwise she is not injured.

BUFFALO.

Special to the Marine Record.

Shippers have paid from $1.00 to $1.25 and $1.30 per ton on coal. It may be denied that the latter rate has been paid, but it may be stated that it has been in one or more instances, and it is safe to say that more will be paid before the present week closes. There is no combination in existence to-day only in name. Tonnage is taken just as it is found acceptable. Brokers are, in order to get business, in favor of the shippers helping to bear the market. It would not be remarkable to find coal freights running up to $1.50 before the week is out. There is a certain amount of coal to be shipped, and that to docks that have no railroad facilities, and at this stage of the business $1.50 is cheap; but a combination of circumstances may prevent the advance; the outcry of short supply may have its effect.

There has been an average number of arrivals of grain carriers and the usual detention, which may be attributed to the fact that the consignments to one concern are larger than the facilities to take care of it. Still there is a movement in the right direction. The inroads that are being made into the inner circle of the old monopoly are having their effect, although you will find no one to acknowledge the fact.

Another advance in coal freights to-day to Chicago and Milwaukee, also to Duluth. We quote, to Chicago and Milwaukee $1.25, Duluth $1.00 with demand for tonnage; spot tonnage is scarce.

Dispatches from Lake Superior say the Ironton is in a safe place. Tugs with steam pump have gone to her relief. It is said the vessel is in good shape, and can be pulled off without much trouble. Captain James Reardon has gone by rail to L'Anse to look into the matter in the interest of the underwriters.

Propeller D. W. Powers, which broke down on Lake Erie last Saturday evening, arrived here on Sunday last. The tug Edward Fisk which went in search of her, has not returned. The break in the engine of the Powers is so serious as to compel the owners to lay her up and call it quits for the season.

The Chester B. Jones which encountered the late storm on Lake Michigan, breaking away from the tow of the D. M. Wilson, arrived here with her cargo in a damaged condition. Scoopers demand $10 a thousand to unload her.

The largest load of lumber ever brought to Buffalo will arrive here to-morrow, in the log boat Wahnipitae, in tow of the tug Mocking Bird.

The propeller Cuba, with a full cargo of flour from Duluth, Saturday went on a rock bottom at Bay View, eight miles up the south shore. It was snowing heavily at the time and had been for several hours. The lead had been used for several hours when three and one-half fathoms was struck. Captain Young says he headed the Cuba around into the lake and she at once fetched up forward, going out about a foot. The wind was light from the north with no sea. Mate Taylor went ashore and drove to this port, Tugs and a lighter went to the rescue and after taking off a couple of hundred barrels of flour she was released, arriving here. As far as could be seen she made no additional water on account of this mishap. Her pumps, however, had been slowly working all the way down, owing to her striking a boulder at the Lime Kiln Crossing. On this down trip the Cuba also struck a rock in the Sault canal, just below the guard lock. She has a water bottom three feet deep. Her cargo is not damaged.

After striking on the Lime Kilns the Cuba discovered a leak which caused her to return to Malden, but she finally proceeded on her voyage to Buffalo, and was caught in the snow storm of Saturday last, and at 10 o'clock of that day run ashore near Bay View, south of this port, but was released, after lightering 250 barrels of flour by the tugs Edward Fisk and E. C. Maytham, without damage. After discharging cargo she and consort went into dock for examination. It was found that when they struck on the Lime Kilns both had a hole in them, though not serious. WM.

MILWAUKEE.

Special to the Marine Record

The steambarge Kittie M. Forbes came into port Monday seeking tidings of the barge Mabel Wilson, which broke adrift from her on Thursday night. The captain of the propeller Commodore reported sighting a barge that answers the description of the Wilson, about twenty miles southwest of the South Manitou, at 10 o'clock Saturday morning. She had four spars and had a mainsail set, the rest of her canvas having been blown away; otherwise she appeared to be in good shape and was beating about the lake. The chances are that the Wilson ran to the Manitous and was taken in tow by some steamer. No fears are felt for her safety, as she is a new schooner, this being only her third trip. Captain Forbes is aboard of her.

The schooner Jas. Mowatt arrived here Saturday morning. She left the Manitous Thursday night. Captain Sam Olson, of the schooner Odd Fellow, says that the Mowatt stood for the west shore with every stitch of canvas set, in the height of the gale, with the spray flying half way up the mainmast. Her master, Captain Craine, says she made fine weather of it. At any rate, she arrived without any damage.

The schooner Jas. F. Joy arrived with her mizzen topmast carried away and mizzen masthead broken, and she is the only one in so far with any mishap.

The propeller Depere is in drydock at Wolf & Davidson's for a new wheel; the propeller New Era is getting a new stem; and the schooner J. F. Joy some calking.

Violent gales which have been sweeping the lakes since Thursday last have it is feared, caused more damage to spipping interests and resulted in more fatalities than those of the rest of the navigation season put together. Vessel men here estimate the loss, which is just beginning to become known, into the hundreds of thousands.

The schooner Scove arrived here with the rescued crew of the schooner Ellen Spry, who escaped in the yawl as the schooner went down bow foremast with her canvas set and her flag flying from the mast head. Most of the vessels arriving more or less damaged.

Jim Butler is practicing sculling and intends to challenge Hanlan for a a straight away race and no turns next spring. W. H. Wolf is acting as pilot for him, and George Reims does the ballast act. Dennis is no relation to John L., but he does the statue act just as well. He tried to inveigle Meyers into making a trip this time, but Meyers said his "stummick" would not admit of it. Captain Jerry Coleman made a locomotive trip with the Moonlight this time and is willing to bet forty-five dollars on it.

Captain John Jessem reports that his scow, the Quickstep, has been wrecked at Washington island and abandoned. Her outfit and cargo were recovered.

CAPTAIN KIDD.

PORT HURON.

Special to the Record. Marine

The steambarge Oscar Townsend grounded in Sarnia Bay on Friday but was dredged out in a short time and passed on to Escanaba. She is reported as making excellent time this season with her new wheel and well repaired boiler.

The steambarge Wocoken broke her crank just outside of here. She was towed back for repairs.

The log boat Wahnipitae passed down in tow of the tug Mockingbird with the largest load of lumber that ever passed this port. She had two million and one half.

The residence of Captain L. S. Slyfield, of St. Clair, caught fire last week and was entirely destroyed. The family barely escaped, but were able to save nothing whatever. The loss is about $2,500, partly insured. The origin is unknown.

The Grand Trunk Elevator Company have filed articles of association in the county clerk's office. The stockholders are J. E. Botsford, Wm. Jenkinson, John Jenkinson and John C. Johnston, of Port Huron, and James Hoxie, of Wayne. The following officers of the company have been elected: President J. E. Botsford; Secretary John C. Johnstone; Treasurer Wm. Jenkinson. The elevator will be situated about 300 feet south of the Chicago & Grand Trunk railway freight sheds. D. N. Runnels has been awarded the contract for driving the piles for the foundation. Other contracts are now being made and the elevator will be pushed to completion as soon as possible.

The schooner Our Son received new foremast, new raffe and yawl boat at Dunford & Alverson's shipyard. The burned steamer Oceola is in Dunford & Alverson drydock, the insurance company are holding a survey and having her bottom overhauled and calked. The scow J. H. Magruder received a new starboard bow at Dunford & Alverson yard.

The schooner Dauntless coal laden caught fire while laying in the G. T. R. coal slip at Point Edwards. By the prompt assistance of Point Edwards fire department the fire was soon out. Damages $400.

The lights kept on the sunken schooner Tilden below Port Huron is a credit to marine reporter E. J. Kendall. The lights are first class in every respect. The blowing of the fog horn in the last snow storm eased the minds of a few captains who were in the neighborhood of the wreck. A man will be stationed at the wreck every night and daytime in thick weather.

There were about seventy-five steamboats, barges and vessels wind bound here but all got away the 8th. Some more eager to go than others went out and came back twice.

The schooner D. Provost is in the United States marshal's hands, there is to be a mortagage sale and a United States marshal sale before long. It seems to be a mixed up affair.

KENDALL.

DETROIT.

The propeller H. D. Coffinberry, bound up with a cargo of coal, ran aground on Ballard's reef, above the Lime Kilns at 8 o'clock Saturday night.

The innumerable libels which have been filed against the American vessel property of S. A. Murphy since the Detroit tug and transit company, of which he was president and chief owner, became defunct have had a tendency to make that gentleman feel tired. After the tug company went into liquidation he accomplished with his Canadian plant—which, fortunately for him, did not fall into the clutches of hungry creditors—the most wonderful wrecking feat on record in raising and towing to a port of safety the steamer Quebec, which struck a rock in the Neebish channel on the night of July 23, 1885, and went dowr in 120 feet of water. The Quebec was first towed to Collingwood on June 6 last and then to Buffalo, where she was rebuilt and rechristened the F. E. Spinner. Since then she has been covered from deck to keelson with attachments and libels, which are yet pending. Mr. Murphy yesterday started in to do a little libeling on his own account. He took out an attachment at Windsor against the schooner Burton to satisfy a claim, and had the gratification of seeing officers board the schooner and tie her up at Windsor, pending a settlement of the matter.

James Gillespie, a sailor, who has been living at Connors' boarding house,69 Larned street east, was brought to police headquarters by Officer Nies. Gillespie has been acting strangely for some time past, and one night he procured an axe and proceeded to clean out the house. An alarm was raised and Gillespie taken in. He is insane.

The coal cargo of the steambarge H. D. Coffinberry, which went aground on Bullard's reef, above the Lime Kilns, early Saturday evening, was lightered, and Grummond's tug Oswego worked on the stranded craft until she was released.

The owners of the tug Hercules, which twice extinguished the blaze in the lumber cargo of the steambarge Wm. Rudolph, before she went to the bottom of Lake St. Clair on the morning of the 24th ult., will put in a claim for salvage. As yet no effort has been made to raise the Runolph, which has been abandoned by W. G. Van Auken, of Saginaw, as a total loss.

E. Warriner, one of the oldest and best known vessel owners in Detroit, died Monday afternoon.

The propeller Bessemer, reported lost in the recent gale in Lake Superior, locked through the Sault Ste. Marie canal Monday. She was not damaged seriously.

The tug Sweepstakes, with a wrecking outfit on board, has been dispatched to effect the release of the schooner Ironton, ashore near L'Anse, Lake Superior. No accurate reports have been received regarding the situation of the schooner, but it is thought that she is resting on a soft bottom. Two steam pumps were taken along to keep her clear on her journey down.

Captain D. Mallory, of the propeller Wm. Edwards, reports that he saw the missing schooner Mabel Wilson near the Manitous on Saturday evening with a distress signal flying.

The steamer Oho, Captain Ellis, struck at crossing and went into drydock here to have her bottom examined.

PORT COLBORNE.

The steambarge Lincoln, which arrived reported the steambarge William Powers off Long Point in a disabled condition. The tug Fisk left Buffalo for Long Point to look for the Powers, but when up off here found it too rough and had to run in here for shelter.

The canal will be kept open Sundays till the close of navigation.

CHEBOYGAN.

The schooner Malcolm Stalker, Captain F. V. Pelton, while at anchor ten miles above here, was run down by the Waubashene of steambarge Isaac May's tow at 4 o'clock Friday morning, while the latter was running in for shelter. The steambarge did not stop to ascertain the condition of the Stalker, although a torch of distress was displayed by the sinking vessel. The barge struck the Stalker on the starboard bow and carried away the bowsprit and headgear, and passed on. The crew pumped and then tried to beach her by slipping the anchor, but she sunk two miles from shore in fifteen fathoms of water. The barge will be made responsible for the damages sustained, for she was wholly at fault. The Waubashene is at anchor here, and the captain denies running into the Stalker. Her bow and rigging are said to be damaged, however. The schooner was not insured, The crew took to the small boat and made this port. Her masts have washed out so that she cannot be located. The M. Stalker, 267 tons, was built at Milan by Kelley in 1863 and rebuilt in 1875, classed B1, owned by F. Pelton of Vermillion, Ohio, and valued at $5,000. Her cargo of ore, consigned to J. H. Outhwaite & Company, was fully insured. No insurance on the vessel.

The schooner Parana, coal laden, is at Duncan City with foretopmast, mizzen boom, and most all canvas gone, and unable to proceed. She will lay up there. The schooner Champion lost her big anchor. The schooner Elgin is reported disabled ar the South Manitous; sails and light spars gone.

The Leviathan has gone to save the outfit of the schooner Lafrinier per order of the underwriters. The vessel is reported in bad shape. Part stern and deck gone and masts have fallen. Seas are breaking over her; doubtful if anything can be saved for weather is rough and she will break up and disappear.

FAYETTE.

Word has been received here of the sinking of the schooner Detroit, Captain Thomas Wilson, near Summer Island, eight miles from this port, at the entrance to Green Bay. The vessel left Escanaba a week ago ore laden for Cleveland. Twice she was compelled to turn back from Lake Michigan and seek shelter under the lee of the island. When the wind canted to the westward last Thursday she made another start for the Straits, but strained herself in the heavy sea and sprung aleak. An effort was made to work the vessel back to Escanaba, but she filled so fast that the crew had barely time to lower the yawl boat and pull away from her before she went to the bottom. The crew rowed to the island, and when the sea went down pulled to Fayette. Both vessel and cargo are a total loss. The Detroit hailed from Detroit and was owned by S. J. Murphy, who valued her at abont $9,000. She was formerly the Mary Battles, and was built at St. Catharines in 1872. Two years ago she was wrecked on Lake Superior. Murphy bought her of the underwriters and succeeded in having her enrolled as an American vessel, after which her name was changed. This makes the fifteenth vessel that has been buried in the lakes since the opening of navigation, and swells the total losses to twenty-four. Considering the comparatively few disasters that have occurred this year it is quite remarkable that so many vessels have sunk. Last year but three vessels went to the bottom, and in 1883, when more than a hundred passed out of existence, but five were sunk. Insurance statistics show that a greater part of the losses that occur on the lakes are caused by stranding, and it is something unusual for more than four vessels to sink or founder in a single season.

MARQUETTE.

The total lake shipment of iron ore from the mines of the Marquette, Menominee, Gogebic and Vermillion ranges for the current season up to and including Wednesday the 3d are as follows: Marquette, 804,637 tons; Escanaba, 1,400,251 tons; St. Ignace, 70,642 tons; Ashland, Wis., 681,808 tons; Two Harbors, Minn., 292,954 tons; grand total, 3,249,692 tons. The gain over the shipments for the corresponding period of last season is 990,061 gross tons. Shipments for the week ended with and including Wednesday the 3d aggregated 126,827 gross tons, of which quantity 23,104 tons went forward from Marquette, 60,231 tons from Escanaba, 1,961 tons from St. Ignace, 28,518 tons from Ashland, Wis., and 13,013 tons from Two Harbors, Minn. This is an unusually large quantity for a week so well towards the close of the season.

FRANKFORT.

Fresh west wind; nearly an inch of snow fell. The Point Betsy life station reports a vessel apparently disabled, with a flag of distress hoisted, about six miles northwest of the station. Word was given to the tug Gregory, but at dusk the tug had not gone to her assistance.

EAST SAGINAW.

Special to the Marine Record.

In the Valley ten days ago boats were in the most urgent demand. To-day loads are scarce as hen's teeth, and a number of barge owners have decided to lay up.

Captain Hunt, who owns the Martini, is loading the engine, boiler, shaft, wheel, etc., which have been put in order by Bartlett & Co., and will tow his boat to Black River, Ohio, where she will be converted into a steambarge.

The tug Toledo and lighter J. I C. arrived in port Sunday with the machinery of the burned steamer L. G. Mason. The boiler seems to be in a fair condition, but the engine is completely ruined. It has been sold to Robert Wildman for old scrap.

The steamer Charles P. Fish, now running in the steamer L. G. Mason's place, has just had a running wheel put on at Bartlett & Co.'s works.

M. Mahar, formerly of English & Mahar, has secured a position as purser on the propeller Sanilac, a position which Mr. Mahar is perfectly at home in, having served in the same capacity on the river line boats for a number of years.

The Tittabawassee Boom Co. will have ceased operations by Saturday this week. Their tugs will be thoroughly overhauled during the winter at A. F. Bartlett & Co.'s works.

SHAW.

BAY CITY.

Special to the Marine Record.

F. W. Wheeler has one hundred and fifty men employed at his shipyard at West Bay City. The yard is in full blast and is a blessing to the community.

The owners of the steambarge Wm. Rudolph have made no effort as yet to raise her, and have abandoned her as a total loss.

The 'longshoremen have healed their difficulties, and now all is peace along the Saginaw river.

There was a collision at 23d street bridge on Tuesday between the steamer Saginaw Valley and barge E. Cohen by which the E. Cohen was sunk. The Saginaw Valley got a snag in her wheel, rendering her unmanageable. The loss is estimated at $1,000.

Repairs to the amount of $875 have been made to the barge Matilda, recently in trouble at Sand Beach. She will be ready for business this week, and will load for Cleveland.

The steamer Charles Fish is now in command of Captain Gene Keeler, who is the right man in the right place.

The total shipments to date from the opening of navigation from Saginaw river ports were 545,483,000 feet of lumber and 29,981,000 pieces of lath, and 103,207,000 shingles.

The tug Roy will winter at Marine City. She will leave the river in about ten days.

Captain Armstrong's new passenger boat Plow Boy was successfully launched on Wednesday.

A drop in freights, on account of the scarcity of loads, would not be a surprise to vessel men trading here.

SHAW.

"With very full quotations of authorities in each case, for shippers, masters and brokers, Lewis' Marine Manual seems to be especially useful for reference, and I have pleasure in so recommending it."

JAS. G. ORR,
Agent of Lloyd's, London, England, at Buffalo.

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BEST

LIST OF

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The undersigned have a Hadfield Patent windlass, for a one and three-eighths inch bar chain for sale cheap.

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MARITIME LAW.

THE ALANSON SUMNER—MARITIME LEIN—PRIVILEGE OF MARINERS AND MATERIAL MEN CLAIMING UNDER STATE STATUTES—SEAMEN AS MECHANICS—AMENDMENT OF LIBEL.

District Court, N. D. New York. July 31, 1886.

Seamen are entitled to look to the vessel, or its proceeds, for the payment of their wages, if they have been ready and willing to perform the duties for which they were engaged, notwithstanding the fact that in consequence of the idleness of the vessel the services in question were not actually rendered.

A seamen performing mechanic's work, before and after the season of navigation, is a mechanic, not a seaman.

The lien of a material man, claiming under a state statute, is limited to the time therein stated. If the vessel be arrested after the expiration of the term, the libelant acquires no rights thereby.

Material men, claiming as such in their pleadings and proofs, cannot, on final argument, be allowed to amend so as to thereby change the entire nature of their claim, if by so doing the rights of other creditors seeking payment from an inadequate fund would be prejudiced.

In Admiralty. Distribution of fund between the adverse claimants.

On the twenty-seventh of July, 1885, George N. Spencer, first mate; Andrew J. Bortel, seaman; Henry T. Couch, seaman; and William H. Bishop, engineer, filed their libel against the steamer Alanson Sumner, claiming as wages the sum of $297, $642, $136.50, and $404.33, respectively. On the fourth of August, 1885, George Gobel and James D. MacFarlane filed a libel for work, labor, and services rendered, and materials furnished, in repairing the vessel at her home port, (Oswego, New York,) amounting to $5,962 58, upon which they have been paid, $2,500, leaving a balance due of $3,462.50. On the thirty first of December, 1884, specifications of the debt were filed in the Oswego county clerk's office, pursuant to the provisions of the lien law of the state of New York. The libelants allege that, by virtue of this proceeding, they acquired, and still retain, a valid lien upon the vessel. Upon the argument, however, this position was virtually abandoned, and it was contended that the claim should, in whole or in part, be upheld as a salvage service. On the fourteenth of August, 1885, the Vulcan iron works company, Charles A. Tanner, and Stephen Lyon, filed a libel alleging that there is due them, respectively, the sum of $977.03, $239.85, and $249.69, for improvements, alterations, and repairs put upon the vessel in her home port during the year 1884. Specifications of the lien were filed in the clerk's office of Oswego county on or about the second of February, 1885. The libelants allege that they thus acquired a lien under the state law for the sum of $977.03, which remained in force until the second of July, 1885. It is alleged that this lien was thereafter continued by reason of an attachment issued out of the supreme court of the state of New York on the first of July, 1885, by virtue of which the sheriff of Oswego county took possession of the vessel,and retained it, with the consent of the owner, until she was seized by the marshal. On the twenty-seventh of July, 1885, Thomas Dobbie filed a libel to recover $121.85 for an alleged salvage service in pumping out the vessel, and helping to raise her after she had taken fire and sunk at her dock, in the harbor of Oswego. On the fifteenth of September, 1885, Mary E. Snow filed a claim and answer to the libel of the Vulcan iron works company, in which she alleges that she is the owner of the vessel by virtue of a conditional bill of sale, or mortgage, executed and delivered to her January 19, 1884, by the then owner, to secure the sum of $12,000 previously loaned by her to him, which sum remains wholly unpaid. The Vulcan iron works company, Tanner, and Lyon interpose an answer to the libel of the seaman above named, and also to the libel of Gobel and MacFarlane. The vessel was heretofore sold upon a decree taken *pro confesso*, and the proceeds, amounting to $3,050, have been paid into the registry of the court. The decrees already entered by default, with the expenses incident thereto, amount, in the aggregate, to about $1,600, leaving $1,450 to be disposed of in these actions.

W. A. Poucher and William Tiffany, for seamen, and for Gobel and MacFarlane.

J. A. Hathway, for the Vulcan iron works company, Tanner and Lyon.

B. B. Burt, for Thomas Dobbie.

William Tiffany, for Mary E. Snow.

Coxe, J. The employment of the seamen by the master of the vessel is established by a preponderance of evidence. During the season of navigation, and until the seizure by the marshal, they were at all times ready to perform the duties for which they had been engaged. They should not suffer by reason of the master's failure to find employment for the steamer. Especially is this so when their right to recover is resisted only by those who have not a vestige of interest in the fund. Spencer is entitled to receive $297; Bortel, $350; Couch, $136 50; and Bishop, $313.50. Interest upon these sums should be allowed from July 24, 1885, together with costs and disbursements. The claims of Bortel and Bishop have been disallowed in part. The law does not permit a privilege against the vessel for services which are in no sense maritime, rendered after the close of navigation. A mariner may also be a mechanic; but the fact that he works as a painter, machinist, carpenter snow shoveler, or ship keeper, upon a vessel while she is lying in port, ice bound and idle, does not give him a lien for his services.

That the Vulcan iron works company has no standing in court is too plain to admit of doubt. It is conceded that the lien created by the statute of New York—Laws 1863, c. 422, amending chapter 482, Laws 1862, 3) Rev. St. N. Y. [7th Ed.] 2410,)—expired July 2, 1885. The libel was not filed until August 14, 1885.

Nothing that was done by the sheriff or the master of the boat operated to revive or continue this lien. The state court had no jurisdiction. The process under which the sheriff took possession was null and void. His act was a trespass. The libelant acquired no rights by reason of this unlawful proceeding.

The same is true of the libel filed by Gobel and MacFarlane. When they commenced proceedings in this court their lien under the state law had expired. But the proposition was advanced, for the first time on the argument, that this claim may be sustained, in whole or in part, as a salvage service, and an amendment in this respect is asked for. It is entirely clear that only the earliest services rendered by the libelants, forming but a small part of their entire claim, can, in any view be classed under the head of salvage. In order, therefore, to make their position tenable, the court must arbitrarily apply the payment of $2,500 received by the libelants upon the subsequent items of their account. Where so many creditors are seeking payment from an inadequate fund, it would be an arbitrary exercise of judicial discretion to thus allow an amendment changing the entire nature of the claim after having first arranged the proof to make the amendment available.

The libels filed by the Vulcan iron works company, Tanner and Lyon, and by Gobel and MacFarlane, must be dismissed, but without costs.

The libel filed by Thomas Dobbie alleges a claim for salvage in pumping out and raising the Sumner after she was injured by fire, and sunk in the harbor of Oswego, in the spring of 1884. The libel was taken *pro confesso* on the first of September, 1885, and a decree was entered referring it to a commissioner to report the amount due. The libel states a cause of action *in rem*, and, as these allegations stand admitted, no reason is perceived why the libelant should not recover. If, in deciding this case, the court were permitted to consider the evidence returned in the other actions against the Sumner, it is by no means certain that the libelant could succeed, for it is at least doubtful whether services rendered in raising the vessel after she had sunk at her dock can be dignified by the name of "salvage." This question, though argued by counsel, is not decided, for the reason that it is not presented by the record.

The libelant Thomas Dobbie is entitled to a decree for $134.94, with interest from March 15, 1886, and costs.

It is altogether probable that the sums thus allowed will exhaust the fund in court. Should any remnants remain in the registry after paying the amounts due the seamen, the decrees previously taken by default, and the claim of Thomas Dobbie, they should be paid over to the claimant, provided no claim entitled to precedence is in the mean time brought to the attention of the court.

THE THOMAS P. WAY—RENTON V. THE THOMAS P. WAY COLLISION—DAMAGES—PARTIAL LOSS—DUTY TO RAISE SUNKEN VESSEL—DELAY IN RAISING.

District Court, S. D. New York. July 8, 1886.

Where a vessel is sunk by collision, in shallow water, and can be easily raised and repaired at much less expense than she is worth, the owner cannot abandon her, and recover, as for a total loss, against the colliding vessel. He can recover only the cost of raising and repairing within a reasonable time, and cannot add the increased expense that arises through unreasonable delay.

In Admiralty.

Brown, J. The Ariel, a small yacht, was injured by a collision in the Kills and sank within the line of the bulkhead head. On the next day this libel was filed to recover for a total loss. The referee on damages has reported the yacht to have been worth $500 when sunk. No efforts were made by the libelant to raise or repair her, though she sank near his place of residence, and could have been raised for a small sum. Two small months afterwards, when the raising was more difficult, she was raised by the pilot commissioners for $65, and taken to Gowanus flats, where she has ever since lain abandoned. The referee finds that the yacht could have been repaired at the time when she was raised for $350, and has allowed that sum as damages. Both sides have excepted,—the libelant, because a total loss was not allowed; the claimant for excessive damages. The referee finds, that had the boat been raised at once, or within a reasonable time after she was sunk, she could have been repaired for $100 less than it would have taken to repair her at the time when she was raised. The evidence indicates, and the referee finds, that the failure of the libelant to raise and repair the boat was because he chose to avail himself of the opportunity to dispose of the boat by seeking to recover in this action for a total loss, although she might have been easily raised and repaired.

The supreme court in the case of the Baltimore, 8 Wall. 377, 386, 388, held explicitly that, under circumstances analogous to the present, where the vessel was sunk, not at sea, but in a river, and in a comparatively shallow water, it was the duty of the libelant to make reasonable exertion to save the the boat, and to prevent a total loss. If I were at liberty to disregard the rule there laid down, I should not feel disposed to do so, since the obligation there stated seems to me one of evident justice. The cases cited by the libelant (the Falcon, 19 Wall. 75; the Columbus, 3 Wm. Rob. 161) have no reference to vessels that are sunk in shallow water, and can be raised at slight expense, but only to vessels sunk in deep water, or under other circumstances that afford no reasonable ground to believe that the vessel is worth raising and repairing. Such is not this case. The yacht was worth much more than the cost of raising and repairing. The libelant had no reason to suppose the contrary. He was therefore bound to raise and repair. I see no reason for relieving him from the loss that arose from his failure to dischage that obligation, and for imposing that loss upon the respondents; certainly none in this case, where the referee has found that his neglect to raise the boat was intentional, and was designed to compel the respondents to pay for a total loss, when the injury, and the circumstances of the sunken boat, were not such as legally bound them to do so. The increased injury that happened to the yacht after the lapse of a reasonable time to raise her was not the proximate result of the collision, but of the libelant's neglect to perform his own subsequent duty to raise her, and he must bear that loss. The additional cost to repair, caused by the delay in raising, viz., $100, together with the interest thereon, should therefore be deducted from the amount reported due. In other respects the report is confirmed.

There seems to have been a contest lately between politicians and shipowners—a kind of tempest in a teapot—as to who shall control the new navigation bureau. It is plain to be seen that to change the chief so soon after the establishment of the bureau will make it a political and not a business office. As was to be expected, the president appears to have told the politicians to take a back seat. Captain Patten has thus far given good satisfaction. He is a worker who is always found at his post. He has had to bear the brunt of the labor of starting a new office, and to supersede him now, even with a man equally capable, would be merely making a change for the sake of a change.—*Maritime Register.*

N. W. Ayer & Son's American newspaper annual for 1886 contans a carefully prepared list of all newspapers and periodicals in the United States and Canada, arranged by states in geographical sections and by towns in alphabetical order, giving the name of the papers, the issue, general characteristics, year of establishment, size, circulation, and advertising rates for ten lines one month. One of its chief features is a carefully prepared description of every county in the United States, setting forth its location, area, adjoining navigable streams, the character of its surface, the nature of its soil, its leading crops and manufactures, its county-seat and population. A similar, but more elaborate descriptive heading, is appended to each state, territory, and Canadian province.

HOME LIFE.—The first copy of a paper bearing the above figure head comes to us this week. It is ably edited, finely printed on beautiful paper, and elegantly illustrated with exquisite and expensive engravings. It promises to be one of the best family papers published for the money. It is interesting alike to father, mother and children. It is published in New York.

SPRAY FROM THE LAKES.

The Idlewild has resumed her trips, looking none the worse for the late disaster.

The steambarge Townsend, which grounded at Port Huron, was released by the tug Kitty Haight.

The last Canadian Pacific steamer for this season is expected to sail from Port Arthur November 12th.

On account of the labor troubles at Detroit the burned propeller Oceola has been taken to Port Huron for repairs.

The Union steamboat company have sold to Parker & Millen, of Detroit, the propeller B. W. Blanchard for $35,000, of which $15,000 is to be paid down.

It is said that Captain F. I. Merrymen, of Port Huron, will superintend the raising of the sunken schooner S. J. Tilden. It is estimated that it will cost $15,000 to raise her.

The light ship J. W. Dunscombe broke loose from her moorings on the White Shoals last Thursday and drifted into Lake Huron. She was picked up by the tug Swain and towed into Cheboygan.

The Canadian steamer Isaac May, detained at Chicago for an alleged violation of the coasting laws, by towing her consort from one port to another, has been released by order of the treasury department.

The best time known to have been made on the canal this year was that of a steamer and two consorts which ran from Buffalo to Troy in seven days and twenty-two hours, carrying in the aggregate 23,800 bushels of wheat.

Last week the schooner W. J. Preston, bound for Detroit, with a cargo of coal, was driven on the beach, two miles below Point Pellee. She had to throw overboard 250 tons of coal before the tug McArthur could get her off. She left for Detroit.

The steamer Alaxandria, while making the ferry wharf recently, got stuck near the martello tower. Captain Gaskin pulled her off with the tug Jessie Hall. Old mariners say that the wreck of an old gunboat lies near the tower named, and that it is this wreck and not a shoal which vessels have been touching during the last few years.

A telegram from Muskegon from the master of the steambarge S. H. Johnson, informs the owners that the vessel was driven on the beach south of the Muskegon piers. As yet the seas had not damaged her much, and he thought she could be released when the storm subsided. The Johnson is owned by C. Mears, of Chicago, and was bound from Chicago to Pentwater with a small cargo of supplies.

The schooner Lafrinier, coal laden, ran on Hog Island Shoal early Sunday morning during a snow storm. The crew scuttled her to keep her from pounding. A heavy southwest or northeasterly wind will break her up. The crew reached shore in a small boat and are awaiting instructions from the owners. The Lafrinier, 395 tons, was buil in 1862 at Cleveland and is owned by Captain Ed. Becker and others.

The boating interests of the state canals have employed a leading lawyer of Rochester to look after their interests relative to the old piers of the Poughkeepsie bridge. It has been discovered that the charter of the Poughkeepsie bridge company expires this winter, and the renewal of it by the legislature will meet with opposition from the boating interests.

Complaints of detention at Owen Sound continue to be made by the masters of grain vessels arriving at that port from Chicago. The captain of the schooner G. J. Boyce telegraphed that his vessel had been there three days, and it might be a week before she would be unloaded. Several vessel owners who have been subjected to unnecessary delay have instructed their captains to deliver their cargoes and begin action against the consignees for demurrage.

THE ELLEN SPRY.

The schooner Ellen Spry, one of the finest vessels belonging to the Chicago sailing fleet, went to the bottom of Lake Michigan Saturday and is a total loss. She was commanded by Captain Alstrom. All hands escaped. The vessel was owned by John and William Keith, and was valued at $22,000. She was insured in the hull pool for $15,000. News of the disaster reached Chicago Sunday in a telegram to Captain John Keith, which stated that the schooner Porter had arrived at Milwaukee and reported that the Spry had gone down in deep water, fifteen miles south of the South Manitou, and that her crew had been rescued by the schooner H. M. Scove. No further particulars were given, and consequently it is not known whether the vessel sprung a leak and went down, or was sunk by collision. It is presumed, however, that her seams were opened by the severe strain she must have received while working up the lake before a fierce head wind and and heavy southwest sea. She is probably the vessel that was sighted by the Point Betsy life saving crew flying a signal of distress six miles northwest of their station Saturday noon. The captain of the propeller Boston, which arrived here Sunday, says he saw a vessel with a flag set in her mizzen rigging to the southward of the Manitous Saturday morning. He was just turning his boat to go to her assistance when he saw one of the Leopold and Austrian propellers heading toward the vessel and resumed his course. The Spry was built in 1873, measured 518 tons, and rated A2. She was in splendid trim, having received entire new decks and other large repairs four years ago, and considerable new canvas before leaving Chicago to make the present trip. She was bound from Buffalo to Chicago with 1,200 tons of coal, valued at about $6,600. The cargo was consigned to the Lehigh and Franklin coal company, and is insured for its full value.

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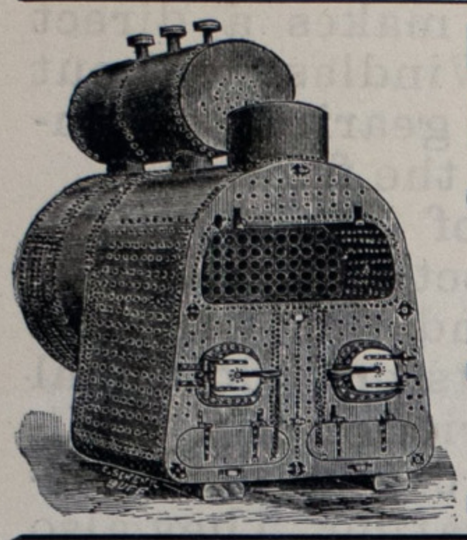

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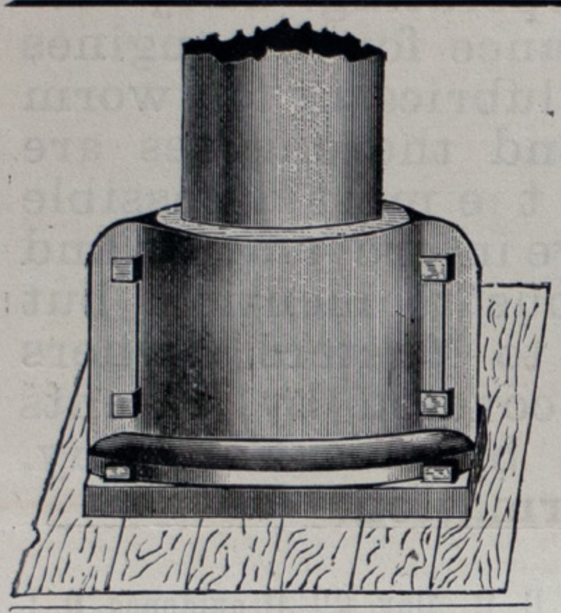

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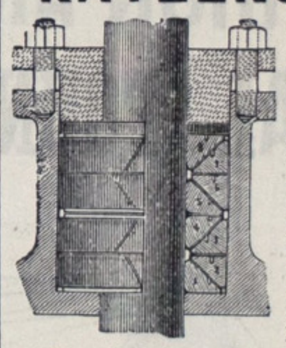

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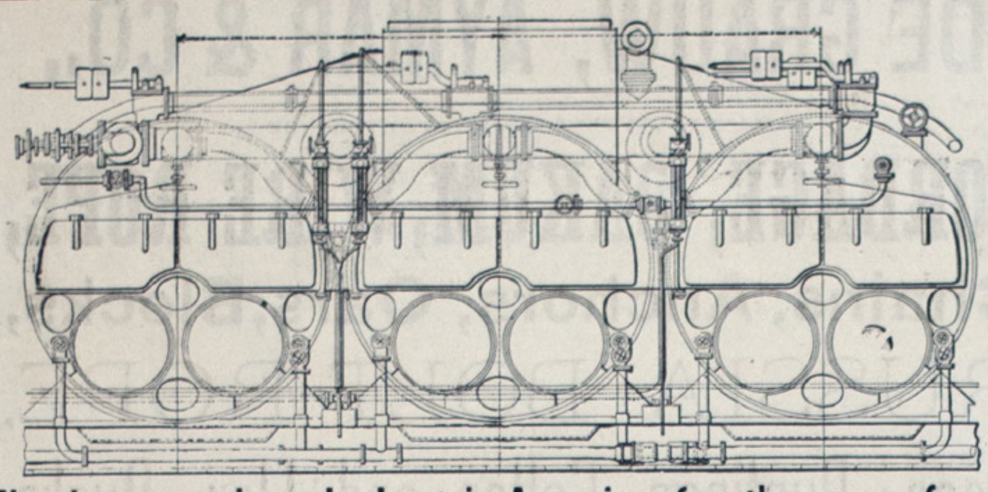

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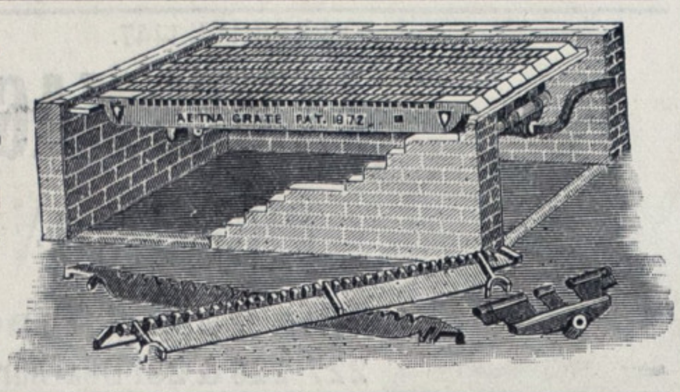

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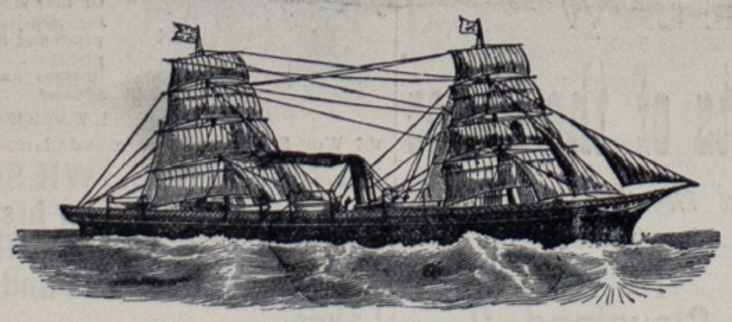

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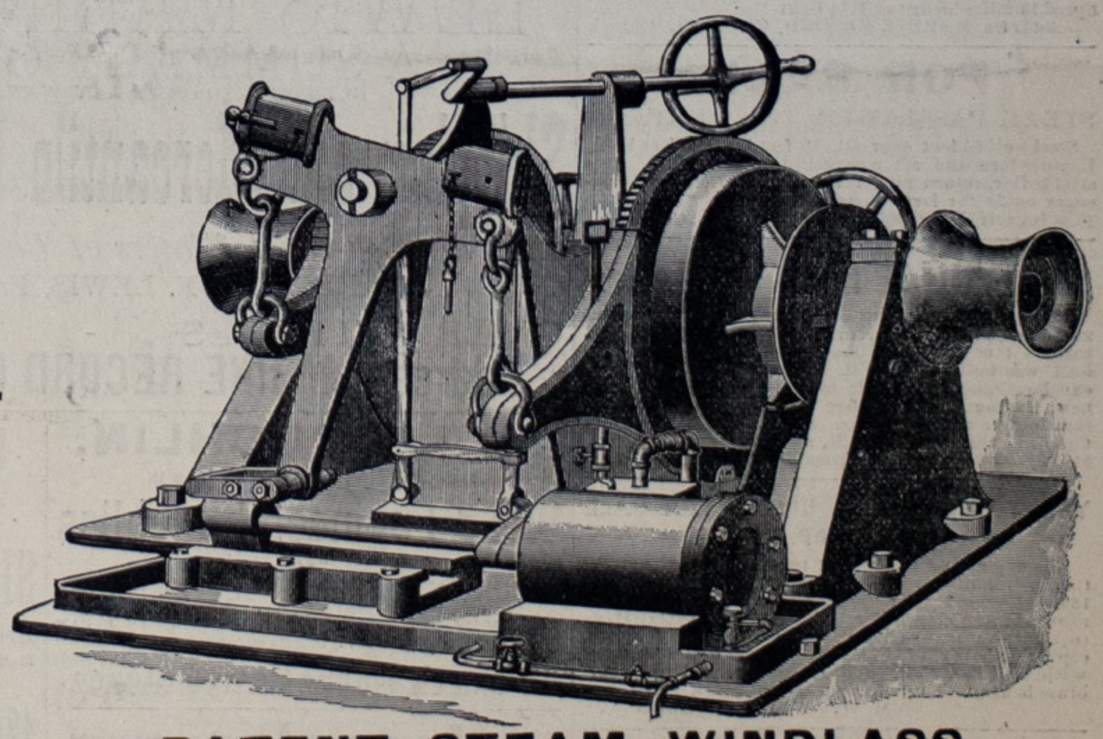

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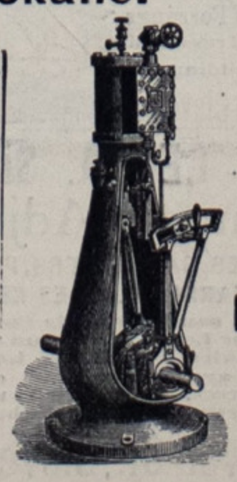

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